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THE
"OVERLAND CHINA MAIL"
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of Hongkong and the
Far East.
Prices (including Postage) to any
part of the world \$12.
per annum.

No. 16717.

號八月二十年六十百九千壹

HONGKONG, FRIDAY, DECEMBER 8, 1916.

辰丙次歲年五國民華中

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SOLE AGENTS:
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG
Tel. 116.

HONGKONG POLICE RESERVE.

PARADES, CENTRAL STATION, 5.30 P.M.
Monday, Dec. 11th.—All Recruits.
Tuesday, Dec. 12th.—Nos. 3 and 4 Companies (except Recruits).
Wednesday, Dec. 13th.—All Recruits.
Thursday, Dec. 14th.—No. 2 Company.
Also Ambulance Platoon under the Sergeant-Major.
Friday, Dec. 15th.—No. 2 Platoon.
POLICE SCHOOL, 5.30 P.M.
Monday, Dec. 11th.—Class II. (Inspector Gordon).
Tuesday, Dec. 12th.—Class I. (Chief Inspector Kerr).
Wednesday, Dec. 13th.—Class III. (Inspector Gerrard).
Thursday, Dec. 14th.—Class IV. (Inspector P. O'Sullivan).
JOINED.
Mounted Police.—John Dewar.
No. 1 Co., Section 3.—H. Mahomed.
(Sgd.) P. C. JENKIN,
D.S.P. (R.).

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Central Location
ALL Electric Trams Pass Entrance.
Electric Lifts, Fans and Lighting.
European, Bath and Sanitary Fixings.
Hot and Cold Water System throughout.
Best of Food and Service.

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WHOLESALE Indents promptly
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Fancy Goods and Furniture,
Hardware, Machinery and Metals,
Jewellery, Plate and Watches,
Photographic and Optical Goods,
Provisions and Children's Stores,
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Commission 2 1/2% to 5%.
Trade Discounts allowed.
Special Quotations on Demand.
Sample Cases from 10 upwards.
Consignments of Produce Sold on Account.

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(Established 1814).
25, Abchurch Lane, London, E.C. 4.
Cable Address: "ANNULINE," LONDON.

THE "CHINA MAIL" NOTICE.

Communications relating to news should
be addressed to THE EDITOR.
Correspondents must forward their
names and addresses with any communication
addressed to the Editor, not necessarily
for publication but as evidence of good
faith.
All matter for publication should be
written on one side of the paper only.

Letters relating to business should be
addressed to THE MANAGER.
Rate of subscription to "China Mail" is
\$36 per annum; per quarter and per month
pro rata.
The "China Mail" is delivered free to
subscribers in Hongkong and Kowloon.
Postage is charged at the rate of fifty
cents per month.
Orders for extra copies of the "China
Mail" should be sent as soon as possible as
the supply is limited. Cash 10 cts., Credits
20 cts., per copy.

Rate of subscription to the "Overland
China Mail" is \$12 per annum; postage
\$1 per annum extra. Single copies twenty
five cents each.
Alterations and additions to Advertisements
on Pages 3, 5, 6, and 7 should
be sent to the Office, No. 5, Wyndham
Street, not later than 11.30 a.m.
Alterations and additions to Advertisements
on Pages 8, 9, and 10 should be
sent not later than 1 p.m.
New Advertisements should be sent in
before 3 p.m.

Advertisements and Subscriptions which
are not ordered for a fixed period will be
continued until countermanded.
The Office is at No. 5, Wyndham Street,
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Cable Address: "CHINA MAIL."
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STEAM OR MOTOR VESSELS
8,000 Tons, 8,000 Horse Power now Built.
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination.
INJECTORS AND STEAM PUMPS.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
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DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS

HUDSON
AND
OVERLAND
MOTOR
CARS



SILENT
GREY
HARLEY
DAVIDSON
MOTOR
CYCLES

TELEPHONE 482.
COME AND INSPECT
BEST CARS IN THE COLONY FOR HIRE.

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ANCIENT CHINESE GREETINGS.

An attractive Gift Calendar containing Six pictures of China,
and made up from Chinese materials.

Attractively presented by a combination of Bamboo, Silk,
Glass and Porcelain Beads, and a selection of
ANCIENT CHINESE GREETINGS.

In neat Cardboard box ready for Posting.

Price \$2.50.

A. S. WATSON & CO., LTD.,

HONGKONG DISPENSARY,
AND
VICTORIA DISPENSARY.



NOTICE.

ANY EUROPEAN, NON ASIATIC OF
INDIAN Descent, leaving the
Colony should apply in person at the
Central Police Station between the hours
of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M.
daily.
Applicants will be required to produce
Passports or identification papers. All
persons, with certain exceptions, who
remain in the Colony for more than
7 days are required to register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1912. Forms
of Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.
The Penalty for non compliance is a
fine not exceeding \$50.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE TYPED THE NAMES OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.,

and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS at 31st December, 1914.
—Authorized Capital \$2,000,000
—Subscribed Capital \$2,500,000
—Paid-up Capital \$2,437,500
—Fire Funds \$3,337,047
—Life & Annuity Funds \$1,767,590
—Sinking Fund Account \$128,230
\$10,270,367

Revenue Fire Branch \$2,381,458
—Life and Annuity \$2,411,593
—Branches 337,223
Revenue Marine Department 475,940
Other Receipts 25,539,225

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

KNEWLE, TOMES & CO.,
LONDON.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.
8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00
p.m., every half hour.
11.00 p.m. to 11.45 p.m., every quarter of
an hour.

7.30 a.m. SUNDAY.
8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12 Noon Every 15 minutes.
12 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAY.
Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.
Sevens and punch tickets available for
all cars not already full, running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season ticket will be issued until
payment therefor has been made in Bank
Notes or by Cheques or Comproadors, order
representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

TANG YUK DING, successor of
LOCKER SENG JING,
14, PRINCE STREET.

TRINITY TRAMWAYS
Company, Ltd.

BUSINESS NOTICES.

TAIKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—
—OF HONGKONG LTD.—
AGENTS—
—TELEGRAPHIC ADD.—
"TAIKOODOCK"
—SUTHERLAND & SWICE—
—TELEPHONE NO. 212—

WARD OFF THE COUGH

WITH
CRUICKSHANK'S COUGH BALSAM.

It soothes the inflamed Lungs and Bronchial Tubes,
cures the Cough, and gives strength against future attacks.

\$1.00 PER BOTTLE.

PREPARED ONLY BY THE

VICTORIA DISPENSARY.

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Established 1882

MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE.	CABLE LAID 5" to 15" CIRCUMFERENCE.	4 STRAND 3" to 10" CIRCUMFERENCE.
---------------------------------------	---	---

Oil Drilling Cables of any size up to 3,000 feet in length.
Prices, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., General Managers.

Hongkong, April 12, 1912.

501

THE HONGKONG HOTEL AND GRILL ROOM

J. H. TAGGART,
MANAGER.

PEAK HOTEL.

ADJACENTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
A FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS HOTEL.

Telephone in all rooms. First-class Dining Lounge, Smoking and Ladies
rooms, Billiard Room.
Private Bungalows for day hire.
Telephone and Post Office.
P. O. FRISHER,
Manager.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

FRIDAY, 8th DECEMBER.

9 A.M. 'KINSHAN'	5 A.M. 'FATSHAN'
10 P.M. 'FATSHAN'	5 P.M. 'HONAM'

SATURDAY, 9th DECEMBER.

9 A.M. 'HONAM'	8 A.M. 'KINSHAN'
10 P.M. 'KINSHAN'	5 P.M. 'FATSHAN'

Single Fare by Night Steamer	\$4.00
Return Fare by Night (available also for Return by day Steamer)	11.00
Single Fare by Day Steamer	5.00
Return Fare by Day Steamer	9.00

HONGKONG-MACAO LINE.

S.S. 'TAISHAN' Tons 2006. S.S. 'SUI TAI' Tons 1851

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays, at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sunday's at 7.30 A.M. and 3 P.M.

EXCURSION TO MACAO.

SUNDAY, 10th DECEMBER.

The Company's Steamship "TAISHAN" will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.

SERVICE SUSPENDED

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. 'SAINAM' 588 Tons, and S.S. 'NANNING' 469 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trip takes about 5 days. Passengers can return to Hongkong or vice versa, by the Company's direct Steamers "LINTAN" and "SANTU". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the:

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor).
Opposite the Blake Pier.

THE KWONG HIP LONG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Shipyards and can accommodate any craft
of 500 feet long.

Town Office, 45, COMMERCE ROAD CENTRAL, HONGKONG. Telephone No. 459.
Shipyards: Sham-Sui-Yo, Kowloon, HONGKONG. Telephone No. 8.
Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE
BRITISH MADE

Bournville Cocoa represents the
highest grade of nutritive cocoa at present on
the market; it fully maintains its high reputa-
tion in food value and delicacy of flavor, and
is second to none in any respect whatsoever.
Medical Magazine, March, 1912

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes

Specialty Packed for Export

FROM THE FACTORY IN AUSTRIA, BOURNVILLE, ENGLAND

INTIMATIONS

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Green Island Cement Company Limited will be held at the Office of Messrs. Shewan, Tomes & Co., the General Managers of the Company, St. George's Building, Charter Road, Victoria in the Colony of Hongkong, on FRIDAY the fifteenth day of December, 1916, at twelve o'clock noon for the purpose of considering, and if thought fit, passing Extraordinary Resolutions the following Resolutions, that is to say:-

- That the capital of the Company be reduced from \$4,000,000 (Four million dollars) divided into 400,000 (Four hundred thousand) shares of \$10 (Ten dollars) each, to \$3,000,000 (Three million dollars) divided into 300,000 (Three hundred thousand) shares of \$10 (Ten dollars) each, and that such reduction be effected by cancelling the 100,000 (One hundred thousand) shares of \$10 (Ten dollars) each, and by issuing in lieu thereof 100,000 (One hundred thousand) shares of \$10 (Ten dollars) each, and by reducing the nominal amount of each of the said shares from \$10 (Ten dollars) to \$7.50 (Seven dollars and fifty cents);
- That application be made to the Supreme Court of Hongkong to confirm the reduction of the capital of the Company in conformity with the foregoing Resolution.

Should the above Resolutions be passed by the requisite majority, they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this fifth day of December, 1916.
By Order of the Board,
SHEWAN, TOMES & CO.,
General Managers.

SECOND

5% RUSSIAN INTERNAL SHORT TERMED LOAN OF 1916 FOR ROUBLES 3,000,000,000

THE Subscription to the above LOAN will be opened from 14th November to 20th December, 1916.

The price of issue is 95 per cent. The Loan is entirely free of Income Tax and other taxation. The Loan is redeemable at par on 14th October, 1926, without option for the Russian Government to convert it at an earlier date.

Coupons are payable half yearly on the 14th April and 14th October. As interest on the above loan runs from 14th October, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.

The Russo-Asiatic Bank in Hongkong is ready to accept applications for the above named Loan.

Special favourable rates will be quoted for Russian Exchange. Payment may also be made in Roubles. Applications will be wired to Petrograd free of telegraphic charges and commission.

40 per cent. only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.

G. TISDALL, Manager.
RUSSO-ASIATIC BANK.
Hongkong, Nov. 7, 1916. 1223

SILIMPON (SEBATTIE) COAL

THE Undermentioned have been appointed Agents for the COAL HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL trimmed into Bunkers at SEBATTIE or SANDAKAN (British North Borneo).

SILIMPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption. Steamers calling at SEBATTIE or SANDAKAN exclusively for SILIMPON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides. Charts of Sibuko Bay (Sebatik Harbour). Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD., Agents Coal Harbour Coal Company, Limited. 1027

'CHINA MAIL' OVERLAND EDITION.

THE BEST WEEKLY NEWS PAPER FOR ALL INTERESTED IN HONGKONG AND CHINA GENERALLY.

ORDER IT BEFORE GOING HOME, AND THEN KEEP IT CLOSE TO YOUR TOUCH WITH THE COLONY.

INTIMATIONS

BUME & REIF.

IT IS HEREBY NOTIFIED that Mr. BERTHOLD REIF will no longer use the firm name of BUME & REIF, but will carry on Business in future under his own name.

GIBB, LIVINGSTON & Co., Agents.
Hongkong, Dec. 5, 1916. 1293

WANTED.

EUROPEAN ASSISTANT for local Shipping Office, previous experience essential.

Apply Box No. 477, C/o 'CHINA MAIL' Office.
Hongkong, Dec. 1, 1916. 1287

WANTED.

WANTED TWO MARINE ENGINEERS with shop experience to act as workshop foremen, also a Foreman Marine Boilermaker and a Foreman Ship Painter to take up duties in Shanghai—address all communications to K.V.Z. C/o 'CHINA MAIL' Office.
Hongkong, Dec. 1, 1916. 1288

DAIRY FARM NEWS.

FOR THE FESTIVE SEASON
TURKEYS, GEESSE,
CAPONS, CHICKENS
AND
HAMS.
Order Early
To
Avoid Disappointment.

LITTLE "WONDER" RECORDS.

LARGE CONSIGNMENT JUST ARRIVED INCLUDING SOLOS QUARTETTES MARCHES TWO STEPS FOX TROTS ETC.
\$3.50 Per Doz.

THE ANDERSON MUSIC CO., LTD.
TEL 1322.

PATELL & CO.

Importers-Exporters
AND
Commission Agents
HONGKONG.

Branches:-
SAN FRANCISCO, CAL.
YOKOHAMA, JAPAN.
BOMBAY, INDIA.
China:-
HANKOW,
SHANGHAI,
CANTON.

JAPANESE MAKERS.

Every kind of Footwear
MADE TO ORDER

OHERRY & CO.,
PEDDER STREET,
Opposite Hongkong Hotel
Telephone No. 691.
Hongkong, March 20, 1914.

FRENCH LESSONS

G. MOUSSON
16, Morrison Hill Road.

"To make sales is not enough—you must make friends."

"CAPSTAN" NAVY CUT

TOBACCO & CIGARETTES HAVE BEEN MAKING FRIENDS FOR YEARS

W.D & H.O. WILLS

"Constant growth signifies constant merit."

SECRET HISTORY.

MR. BEGGIE'S DISCLOSURES.

A correspondent of the "Daily Chronicle" writes: I have not observed that any newspaper has called attention to the bits of secret history which Mr. Harold Begbie has introduced into "Vindication of Great Britain." Some of this secret history relates to Lord Haldane, with whose defence the book is largely taken up. We are told, for instance, that Lord Haldane was a favourite of the late King Edward before he became one of his Ministers and that his appointment as Minister for War in Campbell-Bannerman's Cabinet was made at the King's suggestion. King Edward's attitude towards Germany was the same as Lord Haldane's.

His (King Edward's) policy, having seen the extent of his own country with its ancient enemies Russia and France, concerning whom our Jingo Press had quite recently been uttering the most ferocious hatred and scorn, was to persuade Germany, thus isolated and imperilled, to make a fourth party in this grand alliance of the Great Powers for the peace of the world. It cannot be too emphatically stated or too widely known that Edward the Seventh never suggested, never supported, and never once entertained the notion of isolating Germany. He mind was not destructive, but constructive.

Mr. Begbie gives us an account of the Haldane mission to Berlin in 1912 without adding much to the statements which have been published concerning it, but it is interesting to note that this chapter of the book was submitted to Lord Haldane, who, without endorsing it, said it was not "accurate." The indications given suggest the conclusion that the publication of the Berlin despatches would be a complete vindication of Lord Haldane.

LORD KITCHENER'S APPOINTMENT. One of the myths industriously propagated by the Northcliffe papers is that they appointed Lord Kitchener to the War Office. The fact is that they more appointed him than they removed him, although they tried to discredit him.

Says Mr. Begbie: That Lord Kitchener should go to the War Office was Lord Haldane's suggestion made at the very beginning of the crisis. Mr. Asquith adopted this suggestion before the newspapers knew that war was declared, and only Foreign Office anxiety about Lord Kitchener's command in Egypt delayed the appointment for a day or two. These things are perfectly well known to everybody who has any acquaintance with the history of those days.

Here is another item which appears to be news: Lord Haldane, indeed, was the first statesman publicly to advocate the formation of a North Sea Squadron at a time when practically every ship of the British Fleet was concentrated in the Mediterranean, and a man-of-war, under the white ensign, was very infrequently seen in the North Sea.

A great deal of the attack on the Government for its alleged unpreparedness before the war was centred round National Service. It is said that if the Government of the day had only adopted National Service there would have been no war, or, if war, then we could have been ready to meet the shock. The critics entirely overlook the fact that the leaders of no party were in favour of National Service. Lord Roberts' plan, and no House of Commons which had ever been elected would have passed it. But Lord Haldane, when at the War Office, did not overlook National Service. His General Staff, then in constant touch with the French General Staff, inquired, impartially and without any political prejudice, into it. The result, says Mr. Begbie, was that after full consideration, National Service was rejected by the General Staff of the British Army. It was rejected by the General Staff, after a most careful examination, on military grounds, which commanded themselves to the shrewd and careful judgement of King Edward's War Minister. It was definitely rejected because such a change would have utterly weakened our organisation for war. A more serious thing still, the change from one system to another was being made, there must have been a long and most perilous hiatus, a period of confusion, a time of making one thing for the other, which would have been a calamity in a time of profound peace, such a change might have been attempted,

but in a time when Europe was constantly disturbed by political unrest, no change of that kind could be made without the gravest danger.

Mr. Begbie's book is a challenge as well as a vindication. It is a challenge to all those who charged the country with being unprepared; it is a challenge to the Press and the writers who attacked and maligned the men who were responsible for the naval and military policy of this country before the war. So far as I have seen the challenge has not been taken up.

NEW AMERICAN SUPER-DREADNOUGHT.

THE "ARIZONA" COMMISSIONED.

The new super-Dreadnought "Arizona," with her sister ship the "Pennsylvania," the most formidable fighting craft in commission recently at the New York Navy Yard. The ceremony of declaring the ship a unit of the naval strength of the nation took place on the quarter deck. Officers and crew drawn up at strict attention heard the orders of the Navy Department putting the vessel in commission, and when colours were hoisted a mighty cheer went up from workmen clinging to the lattice work of the fighting mast.

The "Arizona" was towed from drydock No. 1 across Battery Basin to the sea wall soon after two o'clock. A forest of false scaffolding had been cleared away and workmen were busy with minor details of the ship's completion. Accompanied by the ship's band, the newly selected crew of "Arizona" went aboard the ship. They were headed by the Marine Guard, commanded by Captain M. E. Shearer, U. S. M. C., who has been assigned to the "Arizona."

Brief as it was, the ceremony of commissioning the ship made an impression on those who witnessed it. Rear Admiral Nathaniel R. Usher, commander of the yard, accompanied by his aides, Commander J. B. Upham and Lieutenant Ralph P. Craft, went aboard the ship soon after four o'clock. Commander Upham stepped in front of the group of officers, of whom he was the senior, and Captain John D. McDonald, commander of the "Arizona," and read the order of the department, signed by Assistant Secretary Roosevelt, placing the ship in commission. Rear Admiral Usher then said: "I place this ship in commission. Expect the colors and break the pennant."

Immediately the flag was hoisted and the pennant was broken from the fighting mast while the band played the national anthem. Officers and men stood at attention until the last strains had died away. Then Captain McDonald read the orders placing him in command of the vessel. The "Arizona" from that moment became a unit of that navy. The ship will remain at the Navy Yard for ten days, it is expected, before joining the fleet at sea. To gather a crew for her three ships (the "Vermont," the "Kansas" and the "New Hampshire") were placed in reserve and parts of their crews were selected. Lieutenant Commander Stafford H. R. Doyle, who built the engines for the vessel, has been assigned to duty aboard her as senior engineer officer. Other officers are Lieutenant Commander W. R. White, U. S. C. Bloch and Richard Henderson.

Naval constructors at the Navy Yard are especially pleased with the "Arizona," which they regard as the finest craft to be built in the history of the yard. Her keel was laid in March, 1914, and she was launched on June 19, 1915. She was completed at a saving of more than \$1,000,000 from the estimated cost.

COUGHING INTO CONSUMPTION

"Only a Cough," but you stop it while it is ONLY a cough.

WATERBURY'S METABOLIZED COD-LIVER OIL COMPOUND

The above preparation is ideal for combating severe coughs, cures any cough, but is only a cough. Very palatable.

INTIMATIONS



YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

CLARK & CO.
SCIENTIFIC OPTICIANS
30 BLDGS, CHATER RD.
HONGKONG

HONGKONG & MANILA



MITSUBISHI GOSHI KWAISHA (Mitsubishi Co.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF

TAKASHIMA, OCHI, MUTABE, KISHIDAKE, YOSHINOTANI, HOJO, NAMAZUTA, SAYO, KANADA, SHINNEW, KAMIYAMADA, BIBAI & OYUBARI COLLIERIES

AGENT FOR SAKITO COAL.

Head Office:-

MANUOCHI, TOKYO.

BRANCH OFFICES:-

Nagasaki, Moji, Karatsu, Wakamatsu, Otaru, Muroran, Hakodate, Kobe, Osaka, Kure, Tokyo, Yokohama, Nagoya, Tamura, Vladivostok, Hankow, Peking, London, New York, Shanghai, Hongkong, Haiphong and Canton.

Cable Address:- "IWASAKI" Codes:-A.I., A.B.C. 5th Ed. Western Union, and Bentley's.

AGENCIES:-

CHINKIANG: Messrs Gearing & Co.

MANILA: Messrs Macandray & Co.

SINGAPORE: Messrs Borneo Co. Ltd.

GLASGOW: Messrs A. R. Brown

McFarlane & Co., Ltd.

For Particulars, apply to

K. KATO, Manager.

No. 2, PRINCE STREET, HONGKONG.

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers Nos. 35 and 37, HING LOOKE STREET, (2nd Street, west of Central Market) Telephone No. 515. Hongkong September 4, 1915.

HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG

Codes Used: A.I., A.B.C. Fifth Edition, Engineering First and Second Editions, Western Union, and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

AGENTS FOR CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light steel work manufactured by the above process. Tanks, Drums, Ventilators, Pipes, &c., &c.

HEAD OFFICE, KOWLOON						DOWN OFFICE		OTHER BUILDINGS		TOWN OF KOWLOON			
TABLE No. 51						TABLE No. 52		TABLE No. 53		TABLE No. 54			
NAME OF DOCK OR SLIP						LENGTH ON KEEL BLOCKS		ENTRANCE BREADTH		DEPTH OVER KEEL BLOCKS		RISE OF TIDE	
KOWLOON													
No. 1 Dock, Kowloon						110		100		12		7	
No. 2 Dock, Kowloon						110		100		12		7	
No. 3 Dock, Kowloon						110		100		12		7	
No. 4 Dock, Kowloon						110		100		12		7	
No. 5 Dock, Kowloon						110		100		12		7	
No. 6 Dock, Kowloon						110		100		12		7	
No. 7 Dock, Kowloon						110		100		12		7	
No. 8 Dock, Kowloon						110		100		12		7	
No. 9 Dock, Kowloon						110		100		12		7	
No. 10 Dock, Kowloon						110		100		12		7	
No. 11 Dock, Kowloon						110		100		12		7	
No. 12 Dock, Kowloon						110		100		12		7	
No. 13 Dock, Kowloon						110		100		12		7	
No. 14 Dock, Kowloon						110		100		12		7	
No. 15 Dock, Kowloon						110		100		12		7	
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No. 96 Dock, Kowloon						110		100		12		7	
No. 97 Dock, Kowloon						110		100		12		7	
No. 98 Dock, Kowloon						110		100		12		7	
No. 99 Dock, Kowloon						110		100		12		7	
No. 100 Dock, Kowloon						110		100		12		7	



WATSON'S E

THE PREMIER SCOTCH OF
THE FAR EAST

FOR 25 YEARS.

POPULARITY MAINTAINED BY ITS EXCELLENT
QUALITY, NOT BY EXPENSIVE WORLD-WIDE
ADVERTISING.

A. S. WATSON & Co., Ltd.,

WINE AND SPIRIT MERCHANTS,

HONGKONG.

TEL. NO. 616.

To-day's Advertisements

THE NATIONAL MISSION.

TO-DAY, (FRIDAY):
6.00 p.m. Men Only, City Hall.
Subject: "Why should men pray?"

TO-MORROW, (SATURDAY):
7.45 a.m. Holy Communion,
Cathedral.
10.15 a.m. Service in the Cathedral.
3.00 p.m. Meeting for Children at
Government House.

Hongkong, Dec. 8, 1916. 1308

PUBLIC AUCTION.

THE Undersigned have received in-
structions from the Hon. The
Harbour Master to sell by Public Auction,
on

MONDAY,
the 11th December, 1916,
at Green Island,

A QUANTITY OF SALTPETRE.
A Launch will be at Blauk Pier at
2.30 p.m. to convey intending purchasers.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, Dec. 8, 1916. 1307

THE DIARY.

MEMOS. FOR TO-MORROW.

10.30 a.m.—Auction of Oil Paintings
by Mr. E. Belito at Messrs. Hughes
and Hough's.
10.30 a.m.—Auction of Gramophone
Records at Messrs. Hughes and
Hough's.
10.45 a.m.—Auction of Jewellery,
Binoculars etc. at Messrs. Hughes
and Hough's.
H.K. Cricket Club v. University
(H.K. C.C. ground).
Entries close for Wodehouse Cup
(Ladies' Foursome, Fanning).
3.44 p.m.—Full Moon.

General Memoranda.

SUNDAY, Dec. 10—
9 a.m.—Excursion to Macao by "Taishan."
MONDAY, Dec. 11—
3 p.m.—Sale of Crown Land at P.W.D.
WEDNESDAY, Dec. 13—
3 p.m.—Auction of Sheer Legs, Engine,
Steam Winch etc. at No. 4 Wharf,
H.K. W. & Co., Kowloon.
THURSDAY, Dec. 14—
Prince Albert's birthday (1856).
5.30 p.m.—Congregation at the Hong-
kong University.
FRIDAY, Dec. 15—
Noon.—Extraordinary Meeting of the
Green Island Cement Co. Ltd.
Entries close for Ladies' Championship,
R.H.K. Golf Club.
FRI. 15, SAT. 16, MON. 18 & TUE. 20—
A.D.C. Performances of "Kismet" in
aid of "Star and Garter" Fund.

BRIDGE SCORERS

In Blocks of 50 SHEETS.
30 cents each.
Four for One Dollar.

Obtainable at
The China Mail Ltd.,
5, Wyndham St.

VISITING CARDS

PRINTED AT
China Mail Office.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The Hon. Treasurer of the Alice
Memorial and Affiliated Hospitals begs
to acknowledge with thanks the follow-
ing donation to the funds of the
Hospitals:—
Poultry Guild \$200

A Selection from the music for
Kismet, composed by Mr. Norman
Peterskin for the A.D.C.'s coming
production, is now on sale at Messrs.
The Robinson Piano Co., Anderson and
Co., Moutrie and Co., and Komor
and Komor, at \$1.50 per copy, the
proceeds to go to the fund. It has
been very tastefully reproduced by the
Hongkong Printing Press, the artistic
cover design being by Mr. E. L. Sim.
It will be found to be a most pleasing
and suitable souvenir of what promises
to be the greatest achievement of our
local A.D.C. and the brilliant work of a
gifted composer we are fortunate enough
to have in our midst.

REVENUE OFFICER MURDERED.

BATTERED TO DEATH AT YAU MATI BAY.

A Chinese revenue officer attached to
the Imports and Exports department
was murdered last night on board a
sloop in Yau mati Bay. Two revenue
officers, of whom the deceased was one,
boarded the sloop at Yau mati Bay
presumably on information received
and with the idea of conducting a search.
The crew of the sloop showed fight
and there was a sharp struggle during
which the deceased had his skull
crushed in by a piece of iron. His
companion, realising his awkward
predicament and hoping to avoid a
similar fate, jumped overboard and
climbed ashore.

The police were apprised of the
outrage and this morning recovered the
battered body in the presence of the other
revenue officer who, apparently over-
come by the hideous sight of his
companion as he was brought to the
surface, again jumped overboard.
Lieutenants and ropes were thrown to his
assistance and when rescued he was
unconscious.

The Police, we believe, have made
several arrests.

SPORTING.

CRICKET.

K.C.C. v. CIVIL SERVICE C.C.
The following will represent the K.C.C.
against Civil Service to-morrow at King's
Park at 2.15 p.m.:—
J. P. Robinson, L. J. Blackburn, E.
Macaskill, W. H. Stapleton, F.
Edwards, Col. Watson, A. O. Brown, S.
E. Green, W. T. Elson, J. V. Briggs and
J. R. Mead.

K.C.C. v. H.M.S. TAMAR
The following will represent the
K.C.C. against H.M.S. Tamar to-
morrow at Happy Valley at 2 p.m.:—
D. Mackenzie, C. J. Stapleton, F.
Travers, O. Woodman, A. E. Silvester,
A. R. P. Raven, E. Schultz, A. G.
Fife, J. Ralston, J. M. Jack, W. Kay.
H.K.C.C. v. THE UNIVERSITY.
The following will represent the Uni-
versity in the above match on Saturday
the 9th inst. on the H.K. C.C.'s ground:—
Ng Sze Kwong (Capt.), B. Brayshaw,
J. D. Wright, F. E. Redmond, R.
Penosby, F. A. de Souza, A. H.
Rumjahn, D. P. Dixon, Chan Yat Heung,
W. Gittins.

The following will represent the
Club:—T. E. Pearce (Captain), G. E.
Aubrey, R. M. Austin, F. D. Lisker,
B. A. Brand, R. Kennedy, M. M. Macs,
L. D. McNeill, Lt.-Col. Morgan, F. J.
de Rome and F. Sutton.

CLOSING SHARE QUOTATIONS.

3.30 p.m.
Unions \$ 929 sales
China Sugars 1284 buyers
Wharves 84 buyers
Docks 131 buyers
Cements 1180 buyers

PEER'S LUCKY INVESTMENT.

Lord Lyndra, according to the
"Times," has just heard that some
property in North Carolina, which he
bought thirty years ago for a small sum,
has been sold for \$250,000.

A GERM DESTROYER.

THERE is no danger whatever from
lock jaw or blood poisoning resulting
from a wound when Chamberlain's Pain
Balm is promptly applied. It is an
antiseptic and destroys the germs which
cause these diseases. It also causes
wounds to heal without inflammation and
in one-third the time required by the
usual treatment. For sale by all Chemists
and Druggists.

THE LAW COURTS.

THE "POLAYEN" FIRE.

ADJOURNED ENQUIRY AT THE MARINE COURT.

The enquiry into the circumstances
of the fire on the Asiatic Petroleum
Co.'s oil-tanker *Polayen* at the Kowloon
Dock on November 2nd, was resumed
this morning.

The Court was composed of Com-
mander C. W. Beckwith, R.N.,
Marine Magistrate, Com. F. Gibson,
R.N., H.M.S. *Tamar*, Capt. H. W.
Walker, master of the s.s. *Kiangtung*,
and Mr. Jas. Macdonald, the Govern-
ment Marine Surveyor.

Mr. F. C. Jenkin, instructed by Mr.
Hooper, of Messrs. Johnson, Stokes and
Master's office, appeared on behalf of
the Asiatic Petroleum Co., the applic-
ant for the enquiry; and Mr. H. W.
Walker, of Messrs. Deacon, Looker,
Deacon and Harston, represented
the Hongkong and Whampoa Dock Co.

Mr. Looker contended with his
evidence on behalf of the Dock Co. and
called a Chinese electrician who
stated that on the morning of the
fire he went on board to test the
electric lights which were being supplied
from the Dock Co. The lights placed in
the engine room by the Dock Co.
comprised two group lights on each side.
Holes were being drilled in the ship for
the boiler makers by electricity and they
were using lights supplied from the
Dock Co. current.

Interrogated by Mr. Jenkin, witness
said during his six years with the Dock
Co. he had never seen a candle being
used.

Henrique Coelho, a Dock apprentice,
deposed to going into the engine room
store room on the *Polayen*. He saw
a tank with cotton waste, containing a
mixture of used and unused. The bench
was oily in patches.

Wm. Forsyth, an assistant engineer,
in the Dock Co., said he had been in this
employ for three years and was formerly
a chief engineer. The engineering depart-
ment of the *Polayen* was under his charge.
The electric light on the *Polayen* was
supplied by the Dock Co. Witness gave
instructions to the fitter to uncover the
fan edge. The *Polayen* was formerly a
German vessel and was taken over by
the British Admiralty and converted
into a distiller. At the time of the fire
she was being turned into an oil tanker
for the Asiatic Petroleum Co. The
day before the fire the lights in the engine
room were in good order. Each light had
a wandering lead of about 30 feet.

Witness went on board the *Polayen*
on the morning of the fire about 7.30. He
went along the cylinders and looked
down and to the best of his belief the
electric light was burning, but he did
not go down to see. He did not think
there was any occasion for anyone to be
working in the bottom of the engine.
He did not remember seeing anyone
in the engine room. He left the ship
to go to another at the end of the
yard, and while there he heard there
was a fire. He returned to the *Polayen*
and looked down the coal hatch and saw
a red glow, the coal seemed to be all
blazing, and it was fiercest in the coal
bunker—that was his impression.

He asked some one near who said the
engine-room was on fire as well. He
went to investigate and saw dense
smoke. He got hold of a hose and tied
a handkerchief round his mouth and
tried to get into the engine-room with
a view to getting at the supposed place
of the fire. It was some considerable
time before he could get down and
when he did he found the oil tanks
were ablaze. They got more hose and
got the fire out after about two hours.

Witness made an inspection. There
was about five feet of water in the
engine-room. The store had burnt
away. The tanks had been left stand-
ing in their original position but oil
was dripping from various tanks—one
was kerosene and the other lubricant.
When he got the water out he found a
lot of charred wood and oily matter
along the top of the tank. There was
oil on top of the water. The fire
had been pretty fierce, for the deck
under the coal bunker was blacked, as
were also some of the frames on the
side of the ship. The fan propeller and
the casing were buckled. On the tween
deck directly under the coal bunker
the fire appeared to be the fiercest.
After he had the engine room pumped
out he smelt kerosene quite plainly.

Regarding the coal it was taken out
of the bunkers and about 50 per cent
had been burnt. Witness stated that
when the Dock Co. had to repair an
oil ship the men were always instructed
not to go down with naked lights and
no one was allowed in the holds until
the electric light had been laid on.

Com. Beckwith: "This was only a
perspective of fact."

Witness added it was a common
practice to use candles in the engine
room of ordinary boats, but would be
difficult for a workman through the
agency of a candle to set the fan case
accidentally alight—unless he held it
directly up against the casing.

Asked to give his opinion as to the
cause of the fire, witness said the coal
on the bunker was immediately above
the store and had been in the bunkers
for sometime. The coal would be prob-
ably about six or seven feet deep. The
coal may have been ignited on the
bottom side by spontaneous combustion,
thus heating the plating on which it
rested and causing an explosion that
might have been emitted from any gases
from the tanks in the store-room.
That might have accounted for the
"bomb" which some of the witnesses
referred to. There was the possibility
that an explosion occurred in the fan
casing through coal gas caused by fine
coal dust. Another reason was the
cotton waste, which was very inflam-
mable and the changes were if any of those
kerosene tins were leaking and got on
the floor and through the list of the ship
got on to the cotton waste which was in
a damp state, the combination of the
two would ignite the wastes.

Answering Mr. Jenkin witness said
both kerosene and lubricating oils gave
off gases which would rise and reach the
plate overhead.

The case was adjourned till
Wednesday at 10.30.

CANADA AND THE WAR.

STATEMENT BY THE C.P.R. PRESIDENT.

Lord Shaughnessy, President of the
Canadian Pacific Railway, who sailed
recently for Europe, made the following
statement before his departure from
New York:

"Though bleeding with sacrifices and
bending with effort in behalf of the great
empire of which she is an integral part,
Canada is not a nation in the true sense
of the word. She is a collection of
nations is not now but in the future.
Bright though her record may be, it is
only a glimpse of what is to come. Her
greatest opportunities, although secured
through a trying present, will be shown
when, with the war settled, she under-
takes to assume her place as a nation of
the world. Success will come, measured by
forethought. By fulfilling duties as
presented to-day Canada will be able to
reap abundantly of the prosperity which
the years, surely not far distant, will
bring."

Canadian history shows that what
mistakes have had to be rectified have
been those due to short vision, and that
the deeds most criticised have been of
over-anticipation. Between the two is
the straight course of steady develop-
ment. Blind faith in the country has
been, to a large extent, the guiding star
of the men who have built the empire.
There has been a steady growth in a ground
rich beyond the dreams of the most
hopeful. Calm, conservative business
sagacity bade the pioneers discard the
thought of spanning the prairie with a
transcontinental line, while bold daring
did not one but three. The success of
the Canadian Pacific, the pioneer, urged
others to be reckless, perhaps, but then
there were those who said the construction
of the Canadian Pacific was folly.

"Canada's course is the centre one,
and to choose is no easy task. We do
not wish to creep out of the fire, but
a narrow, limited imagination, neither do
we wish to greatly overdevelop and thus
render the load we are now carrying too
great. It is sometimes hard to realise
that on the shoulders of the present the
material for the future must be carried.
Canada is an empire in itself. Its
population is not a fraction of Europe,
yet it is capable of becoming or of what
it will be after the war. We are now taking
steps to prepare for the future and are
anticipating an immigration that should be
unprecedented in Canadian history."

When peace is declared Canada will
naturally be looked upon as the pro-
mised land by many people of Europe.
She will be in a position to choose care-
fully. She need take none but the best
and only by so selecting her citizenship
will she build up a nation capable of
performing the tasks which undoubtedly
will be allotted to her.

"The war has taught Canada self-
reliance as probably nothing else would
have done. She has been forced to do
rapidly and efficiently things which
were impossible. She has expanded her
materially and industrially faster than
ever before and has confidence in her
ability to do the things which she
formerly expected others to do for her."

"In the same manner that she un-
hesitatingly mobilised the largest army
that ever crossed the Atlantic, she has
developed a sea traffic on both the Atlan-
tic and the Pacific that is tremendous.
This will undoubtedly be further de-
veloped, proving to be a powerful aid in
moulding trade connections favourable to
Canada after the war."

"Canada cannot go back. She is
committed to expansion, but not to
over-expansion. Keeping within limits
justified by conditions has been hard.
It is difficult in being optimistic, not to
be too optimistic, and here perhaps is
the greatest problem."

"In the past Canada has been too
eager and is now faced with the prob-
lems of overdevelopment in certain
lines."

MEN AND MORALS.

BISHOP NORRIS ON "WHY SHOULD MEN BE MORAL?"

In connection with the National
Mission of Repentance and Hope,
Bishop Norris last night delivered
the third of his series of four ad-
dresses to men in the Chamber of
Commerce room at the City Hall.
The room was filled to overflowing.
The subject of the Bishop's discourse
was "Why should men live a moral
life?" Before dealing with this
subject, however, his lordship made
a reference to the war news and
replied to several questions which he
had received through the post. One
correspondent affirmed that the
Bishop's remarks on Monday were
Socialism, and asked, if Christ's
teaching were Socialism why the
Bishop did not say so? The
Bishop's reply was that he did not
know what Socialism meant or what
his correspondent meant by it.
Another question asked was "how
could a nation follow an ideal when
its democracy was a hollow sham?"
On this the Bishop dwelt upon the
duties of citizenship.

Still another question related to
the authenticity of the Scriptures.
The Bishop replied that the subject
was too big to be dealt with properly
in a few words, but with regard to
the inspiration of the Bible he said
he believed from the bottom of his
heart that the men of old spoke as
they were moved by the Holy Ghost,
and that their words were recorded,
or their writings were preserved, by
the Holy Ghost in the Jewish Scrip-
tures, before our Lord's day, and in
the New Testament Scriptures they
were handed down by the God-
inspired action of the Jewish and
Christian Church.

A further question related to the
pay of the clergy in contrast with
the poverty of Christ. The Bishop
made a somewhat lengthy comment
on the subject in the course of which
he contested the view that the
Bishops were overpaid, and said that
the whole subject of the pay of the
clergy ought to be considered by
the laity. The Bishop described the
present arrangements in England as
scandalous.

Passing to the subject of his dis-
course the Bishop asked at the out-
set: "What is morality?" and he
defined it as the law of good and
evil, right and wrong, made by God.
If a man believed in God he was
disobedient to the God who made him
if he were not moral. He spoke of
morality in its full sense—religious,
commercial and sexual. Men who
did not believe in God, if they were
consistent, had no need to trouble
about Society or conscience: they
could say "let Society go hang; we
will have a good time: we will enjoy
ourselves how we please." That was
the attitude consistent with a lack
of belief in God, but he thanked God
that men who did not believe in God
were often very inconsistent; they
often led exemplary lives, and they
wished to God that many who pro-
fessed to believe in God, and who
were inconsistent, were inconsistent
with such good results as those in-
consistent non-believers in God. The
non-believer might talk about "con-
science," but to those who professed
to believe in God, and were often
inconsistent, he would ask: "What
is conscience?" He answered the
question by saying that conscience
was the consciousness of God.

The Bishop proceeded to discuss
morality from the commercial, reli-
gious and sexual stand points. In
the latter connection the Bishop
emphasised the responsibility which
rested upon those who brought young
men to the East. It was a respon-
sibility which they must try to meet
by throwing over to them their own
homes, and by asking their own
women-folk to help them. And they
could help them in no better way
than by example. There was only
one law of God in that matter, and
those who were responsible for the
well-being of the young fellows whom
they brought out had an important
duty, the responsibility for which
they would have to answer at the
judgment seat of God.

The only question asked at the
close of the address was one relating
to the attitude of the Church towards
the remarriage of divorced persons.

Bishop Norris replied that as a
matter of history the Church had
never felt at liberty to pronounce
definitely about the rightness or
wrongness of the re-marrying of the

innocent party, but the Church had
never felt any doubt as to the
rightness or wrongness of the
re-marrying of the guilty party.
There was a rule of the Church
which affected the guilty party,
but the rules of the Church in
this connection had not been laid
down sufficiently definitely, nor had
they been made absolutely binding.
The general feeling in the Church
was that if people divorced by the
State married again, they should be
married by the State, which was
always possible, and not by the
Church.

JAPAN'S INTERESTS IN CHINA.

AMERICAN OPINION.

The New York Herald of October 24th
says:—

"There is every indication that this
country faces a new era in its Far Eastern
relationships and interests. The matter
is arousing the keenest interest here.
The interview given to the Herald
by Judge E. H. Gary, and followed this
morning by discussions of the subject
from many prominent students of Far
Eastern questions, has served to stimu-
late thought and discussion here.
Judge Gary's advocacy of a recognition
by the United States of a Japanese
Monroe doctrine in China and, with that,
increased efforts by Americans to partici-
pate in the development of China's
resources and trade, followed a state-
ment given to the Herald from official
Japanese sources, in which the sugges-
tion was made that Japan could offer
the most sincere welcome to and co-
operation with American enterprise in
China on such a basis."

Even from the standpoint of Japan's
vital interest, it was said, it was a
logical proposition—that American
participation in the development of
China should be welcomed by the
Japanese, who fear only a menace to
their political interests. America's
traditional policy, it was explained,
gives Japan adequate assurance that
she has nothing to fear from American
expansion in China, whereas there
might be much for her to fear in the
policies of other Powers.

Japan desired only the protection of
her vital political interests in China and,
the development of that vast field for
commerce and industry. Having no-
thing to fear politically from the United
States, it was said, she had everything
to gain commercially by American
participation in commercial and in-
dustrial enterprise in China. For Japan
to lock China up would be as senseless,
it was said, as it would be impossible.

But it is not possible to obtain, at
this time, any official comment upon
this idea of Japanese-American co-
operation based upon a tacit recognition
of Japan's vital and dominant political
interest in that field.
Political interests of the United States
are likely to be involved to an extent,
it is thought, which makes it impos-
sible to pass judgment upon the question
without the most careful study and the
most thorough consideration.

STATISTIC AND PUBLIC WEALTH.

The "Bulletin" (Sydney) says:—In
1903 Robert Giffen estimated the capital
wealth of Australia at something over a
thousand millions; in 1916 Knibbs, Com-
monwealth Statistician, believes that the
total as shown on the War Census cards
will be about \$950,000,000. The amounts
set down in the census returns most likely
represent a conservative estimate, the
valuations in many cases being guesswork
tempered by the knowledge that heavy
taxation was likely to be based on the
figures. Giffen's larger results, on the
other hand, were based on huge masses
of data laboriously gathered and checked
by reference to volume of trade and bank-
ing returns. Both are obviously only in
the nature of makeshifts, for the capital
of a nation is no fixed quantity, but a
thing in some respects as elastic as
market rates or the ebb and flow of
political tides. What is much more
important is the alleged relation which
national income bears to national capital.
Giffen, by very good-looking arguments,
made this out for new countries like
Australia to be no less than 20 per cent.
But the potential wealth of Australia is
of no more actual value than a diamond
mine at the South Pole unless the labour
that can develop it moves with some
regularity. In all questions with regard
to the amount of taxation a country can
carry, this factor must have full consid-
eration. Between the time of the taking of
a War Census and the date at which the
compiling of the information written on
the cards is completed, the financial
strength of the country could be reduced
to about twopence if everybody insisted
upon going out on strike whenever his
dinner disagreed with him or the weather
looked cloudy. In a word, the financial
problem of Australia is one with its
political problem—how to keep the people
satisfied at work.

WHOOING COUGH.

WHEN your child has whooping
cough, be careful to keep the
cough loose and expectorated away by
giving Chamberlain's Cough Remedy as
only be required. This remedy will also
relieve the sore throat, and make the
cough easier to expectorate. It has been
successfully in many epidemics and as
it contains no narcotic or other harmful
substances it is perfectly safe. For sale
by all Chemists and Druggists.

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

THE CABINET CRISIS.

MR. LLOYD GEORGE ACCEPTS PREMIERSHIP.

LATER.
The Court-Circular announces that Mr. Lloyd George has had an audience of the King and has accepted the Premiership.

LATER.
The formation of the Lloyd George Cabinet is progressing most satisfactorily, though there is no likelihood of the submission of the list to the King tonight.

PARLIAMENT MEETS AND ADJOURNS IMMEDIATELY.

LONDON, Dec. 7.
The House of Commons met and immediately adjourned till the 12th inst.

The sitting was the shortest on record.
Although it was announced that the sitting would be purely formal, the House was crowded. The only occupants of the Treasury Bench were the Liberal Unionists whips. There was no ex-Minister present, and both Sir Edward Carson and Mr. Winston Churchill were absent from the front Opposition Bench.

Mr. Gulland moved the adjournment and members, laughing and cheering, went into the Lobby to discuss the situation.

THE LABOUR PARTY'S ATTITUDE.

It is officially announced that the Labour Party has decided by a majority to participate in the new Government.
It has also passed a resolution expressing the earnest hope that the Government will endeavour to settle the Irish Question.

GERMAN VIEWS ON MR. LLOYD GEORGE.

AMSTERDAM, Dec. 7.
Discussing Mr. Asquith's resignation, the *Kölnische Volks Zeitung* remarks:—"If the strong men of England now come into power this will only please us, for there is hope that the decision will come all the earlier."
The *Colony Gazette* sees in Mr. Lloyd George the man of the hour, and says that so long as the England of Lloyd George is unconquered England will remain unconquered.

VOTE OF CONFIDENCE IN FRENCH GOVERNMENT.

PARIS, Dec. 7.
Prior to a vote of confidence nineteen "Orders of the day" were read.

M. Briand, the Premier, declared that in view of the explanations given at the secret session, it was essential that the Government should only accept the Order of the day noting its declarations on the re-organisation of the high command and action in the direction of the Chamber's confidence.

The Chamber rejected by 896 to 117 a motion of want of confidence.

ITALY AND PEACE.

"ONLY BY VICTORY CAN PEACE BE SECURED."

ROME, Dec. 7.
Replying in the Chamber to a Socialist pacifist resolution, the Premier proposed the postponement of the discussion for six months because the Chamber could not vote in favour of a premature and uncertain peace, and it is necessary to avoid even the shadow of a suspicion that Italy, who does not desire a separate peace, is not heart and soul with her Allies. "Only by victory can we secure peace."
Signor Boselli's proposal was accepted by 293 votes to 47.

THE LOST "BREMEN."

AMSTERDAM, Dec. 7.
The latest German opinion is that the submarine *Bremen* has been lost in Atlantic waters.

The Directors of the Company owning the submarine refuse information.

THE WESTERN FRONT.

A GERMAN SUCCESS IN THE MEUSE REGION.

PARIS, Dec. 7.
An official communiqué states that on the left of the Meuse, there is a lively artillery struggle in the region of Hill 304.

LONDON, Dec. 7.
A Berlin official statement claims the capture of the summit of Hill 304 west of the Meuse.

RECIPROCAL SHELLING.

LONDON, Dec. 7.
General Sir Douglas Haig reports considerable reciprocal shelling in the vicinity of Thiepval ridge.

LONDON, Dec. 7.
A French communiqué says there is nothing to report except a coup de main east of Metzeral in which we took prisoners.

BRITISH MAN-POWER.

CALLING UP MEN FROM MUNITION WORKS.

LONDON, Dec. 7.
It is officially announced that the Admiralty, the Ministry of Munitions and the Army Council have agreed to secure the early calling to the colours, up to the age of 31, of all fit semi-skilled and unskilled men whose release from controlled and Government establishments will not interfere with the output of munitions.

SUBMARINE PIRACY.

LONDON, Dec. 7.
The following steamers have been sunk: *Fefa* (Greek). *Urbair* (Spanish).

STEAMER FOUNDERS IN A STORM.

LAS PALMAS, Dec. 7.
The Spanish steamer *Pionera* has foundered in a storm. Thirty-nine of the crew are missing.

THE GOVERNMENT OF INDIA.

LONDON, Dec. 7.
Writing to the *Times* with reference to a leaflet circulated among members of Parliament by Sir William Wedderburn on the subject of a memorandum by the elected members of the Viceroy's Council, Lord Sydenham says the proposed changes would transfer all the power into the hands of a fraction of the population smaller than had ever wielded it in countries with representative systems. The argument appeared to be that because Indian soldiers fought gallantly we must hand over the Government to be controlled by lawyers which the martial races of India would most detest.

Lord Sydenham points out that since the transfer of the Government of India to the Crown, the problems of Indian administration had been viewed only from the standpoint of the interests and the advancement to nationhood of the heterogeneous millions committed to our charge. His Lordship concludes that all lovers of India must hope that sober reflection will suggest to the signatories of the memorial that they are anticipating by many years what can be given if the country is to be preserved from anarchy, and that self-government does not mean government by themselves and the section of the English-educated Indians which alone they represent.

GUARDSMAN TELLS AMAZING STORY OF EXTRAVAGANCE.

The story of a man who was given by friends some £50,000 in three years, and who, although only twenty-four years of age, has been sailor, secretary, chauffeur, company director, racehorse owner, officer and private, was related in the London Bankruptcy Court recently.

Mr. David Falcke, who returned his debts at £23,000 and his assets at £1,501, said that as a lad of fifteen he was a sailor, and then became secretary to a man in Paris. When he left he was receiving a salary of £1,200 a year. He had saved about £1,000, with which he returned to England, but dissipated this. In October, 1911, he married, and in 1912 went through a form of marriage with another woman, a Miss B., who knew that his wife was living. Miss B. had advanced to him from time to time between £30,000 and £35,000, and had also made herself liable as surety to moneylenders.

EARLIER TELEGRAMS.

ENEMY'S PROGRESS IN RUMANIA.

LONDON, Dec. 6.
A Russian communiqué says the enemy was successful in the direction of Vaslui, Ploesti, and in the region of Dobanesti on the Tim-Bukharest railway, where the Rumanians were compelled to retire in consequence of the piercing of their front.

Enemy attacks in other sectors were beaten back.

A German official statement says:—"We captured Sinaia, which is 37 miles north-west of Ploesti."

Another later official message from Berlin states that they cleared out the Rumanians from the south bank of the Argosul and are now advancing towards Bukharest. It claims that they captured 1,600 men and four guns in the fight on the Alt; with the Orsova rearguard, whose way was blocked on the east bank of the river. They also made prisoners of 4,400 other Rumanians.

The communiqué says they captured considerable stores of wheat, bought by the British, on the railway north-west of Bukharest.

It admits the Russian success in the Trotusul Valley.

LATER.
A Vienna official announcement says the important railway junction of Ploesti, north of Bukharest, has been captured.

AMSTERDAM, Dec. 7.
The Kaiser has telegraphed to the Empress:—"Bukharest is taken. What a magnificent success on the road to complete victory, gained with God's help."

BRITISH ARMoured CARS.

PETROGRAD, Dec. 7.
British armoured cars fought three actions at Dobrudja. Commander Locker Lampson was wounded and six petty officers are missing. They are believed to be prisoners. None of the cars were lost.

[This has since been contradicted.]

THE BRITISH CABINET CRISIS.

LONDON, Dec. 6.
It is authoritatively stated that Mr. Lloyd George is forming a Government with Mr. Bonar Law's co-operation.

THE NEW PREMIER'S TASK.

LONDON, Dec. 7.
Yesterday's developments prove the immense difficulty of re-creating the Coalition. Mr. Bonar Law's failure is regarded as definitely showing that Mr. Asquith and his Liberal colleagues refuse to join the new Ministry, but are resolved to form an Opposition.

It is believed that many Unionist ex-members of the Cabinet will continue in office, though doubts are expressed regarding Mr. Chamberlain.
Some anticipate that Mr. Lloyd George will break away from the conventionalities and make a bold experiment with the Government. He is credited with the intention of bringing in Lord Milner and Lord Reading, and possibly Sir F. E. Smith and Mr. Churchill. His hardest task is to secure the good-will of the Labour members. It is stated that Mr. Henderson does not object to serve provided the Labour Party authorises it. There are already indications that the Labourites are divided. Despite the party's allegiance to Mr. Asquith, there is a growing minority which believes that the Asquith Government lacked power to make a quick decision, while all Labour members of the House of Commons are impressed with the necessity for a vigorous prosecution of the war.

Mr. Fenwick interviewed, said the feeling in the North of England was that a Government minus Mr. Asquith would not last 24 hours.

LORD DERBY ON THE SITUATION.

LONDON, Dec. 6.
Lord Derby, in a speech, declared that, especially as regards man power, the Government had not a serious grip of the position. He indicated that Mr. Lloyd George's proposal was a small War Committee, sitting daily, with full powers; while Mr. Asquith was unable to preside, Mr. Lloyd George would preside, Mr. Asquith having the right of veto.

A SCENE IN THE DUMA.

PRESIDENT CALLED "A BABELING BLACKGUARD."

PETROGRAD, Dec. 7.
Debates in the Duma have culminated in the resignation of President Rodzianko in consequence of an insult by M. Markoff, a member of the Extreme Right, who called the President "a babbling blackguard."

M. Markoff said the insult was deliberate, because the Duma had previously insulted high personages. M. Markoff was suspended for fifteen sittings.
After most indignant speeches referring to the apprehended insult to the chair, the Duma re-elected M. Rodzianko. By an overwhelming majority, he was asked to satisfy his personal honour, challenged M. Markoff to a duel.
The incident emphasises the spirit of the reactionary Extreme Right.
As regards the debates in the Duma and the Council of Empire, the critics of the Government, animated by a determination to prosecute the war to the bitter end, complained that certain dark forces were sapping the power of the Empire, owing to the system of Government producing a Cabinet discredited for limited purpose.

THE REIGN OF TERROR IN ATHENS.

ENERGETIC PRECAUTIONS FOR SAFETY OF BRITISHERS.

LONDON, Dec. 6.
The British Minister at Athens telegraphs that the city is quiet, but energetic measures have been taken to ensure the safety of the British.

LATER.
The Foreign Office states that press messages from Greece are misleading inasmuch as the Royalists have regained control of the cable and the press censorship, and the Allied press correspondents in Athens have been threatened with personal violence similarly with all others suspected of Venizelist leanings.

There is reason to suspect that the Royalist forces and mob were guilty of grave acts of violence.

FRENCH COLONY REMOVE TO PIRAEUS.

Reuter's correspondent at Paris says the Athens French Colony has gone to Piraeus. Arrests of the Venizelists continue. The Liberal papers do not appear. Strong bodies of Royalists are establishing cordons in the streets. The Allied Ministers are not communicating with the Cabinet. The authorities are encouraging the anti Venizelist movement in several of the provincial towns.

SERBIANS CARRY STRONG POSITION.

LONDON, Dec. 6.
A French communiqué states:—"The Franco-Serbian again progressed north of Panslova and made prisoners of 135. There is a violent artillery duel north of Monastir."

A Serbian official statement says:—"There have been violent artillery and infantry actions on the whole front."

We carried the strongly fortified and tenaciously defended heights north-east of Budimiri.

A fairly large number of prisoners and booty were captured.

THE WESTERN FRONT.

ENEMY ARTILLERY ACTIVE.

LONDON, Dec. 7.
General Sir Douglas Haig reports:—"We successfully raided trenches to the south of Neuville St. Vaast. The enemy's attempted raids to the west of Beaumont and north-east of Roelincourt failed."

The enemy is heavily artillerying in the neighbourhood of Laucourt, L. Abbeville, Mouquet Farm and northward of the Ancre.

LONDON, Dec. 7.
It is officially announced from Paris that on the Somme there has been a fairly active reciprocal artillery duel in the neighbourhood of Bouchavesnes and in Champagne.

Our artillery dispersed an enemy detachment, north-east of Fontaine Eponnois. On the left of the Meuse the enemy made an attack on the slopes of Hill 304, but owing to our machine gun fire only gained a footing in some of the advanced elements of trenches.

ITALY AND THE WAR.

INCREASE IN NAVY AND WAR FACTORIES.

ROME, Dec. 6.
In the Chamber Signor Boselli said the Italian Navy was increasing and that there were now 2,200 war factories. He emphasised that victory would assure Italy command on the Adriatic and the incontestable rights to the opposite shore without overlooking the just demands of their Slav neighbours.

GERMAN SUBMARINE ATTACK ON PORTUGUESE COAST.

LISBON, Dec. 6.
A submarine threw fifty shells at Funchal, hit a boat and killed six Portuguese sailors. The submarine disappeared when subjected to strong fire from the land batteries.

LATER.
It transpires that two submarines carried out the raid on Funchal. The shore was bombarded for two hours, but there was little damage.

SUBMARINE PIRACY.

AMERICAN STEAMER SUNK WITHOUT WARNING.

LONDON, Dec. 6.
The French gunboat *Surprise*, the ship *Kangaroo* and the British steamer *Rea* have been torpedoed. The official death-roll is 34, including many of the gunboat's crew.

On November 23 submarines shelled and sunk without warning the American steamer *John Lanier*. The shelling continued while the crew were exploding the boats.

EXPLOSION IN A BRITISH FACTORY.

26 WOMEN WORKERS KILLED, 30 INJURED.

LONDON, Dec. 6.
It is officially stated that an explosion occurred in a national factory in the North of England last night, and 26 women workers were killed and 30 injured. The damage was slight.

A BYE-ELECTION.

LONDON, Dec. 7.
Mr. Ramsey Jones has been returned unopposed for Horsey.

PREVENT PLAGUE & DIPHTHERIA BY USING

"PURITOL."

A germicide of the highest efficiency. Unlike a great many disinfectants offered under various names Puritol possesses the following recommendations.

CLEANLINESS IN USE.

When emulsified by the addition of water it makes a perfect emulsion which does not stain or corrode and has a pleasant healthy odour.

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A one gallon tin will on the addition of water produce 100 gallons of efficient disinfectant.

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LIGHT!
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HONGKONG.

LANCASHIRE CARDWORKERS' DISPUTE.

LONDON, Dec. 6.
A proclamation declares that the Lancashire cardroom workers' dispute is prejudicial to the supply of munitions. It implies the Munitions Act thereto. The dispute will therefore be referred to arbitration.

THE FOOD SUPPLY.

USE OF COMMON LAND.

LONDON, Dec. 6.
The Board of Agriculture has been empowered to enter upon and cultivate uncultivated or common land with a view to the maintenance of the food supply.

SUCCESSFUL LOAN IN JAPAN.

LONDON, Dec. 7.
Reuter is informed that the British Loan in Japan has been fully subscribed and the lists were consequently closed on December 5 instead of December 8.

IMPORTATION OF GOLD AND SILVER PROHIBITED.

LONDON, Dec. 6.
A proclamation prohibits the importation of gold in any form except to the Bank of England, and all jewellery and silver manufactures, except watches.

PORTUGUESE IN AFRICA.

LISBON, Dec. 6.
In the Chamber, the Premier announced that 2,000 German Askaris with guns of various calibres attacked Namibia near the Mozambique frontier. After a twelve hours' battle and two days' siege the garrison succeeded in retreating during the night of November 28.

THE RECENT ZEPPELIN RAID.

REWARDS FOR AIRMEN.

LONDON, Dec. 6.
The "Gazette" announces that Flight Lieut. Cadbury and Flight Sub-Lieut. Pulling and Rose at 12 a.m. on 28th ult. pursued seaward and attacked at close range a Zeppelin, which was seen to be destroyed. All that remains is a burning mass of wreckage, three were exposed to machine gun fire throughout the night.

PRICE OF GEESSE IN PRUSSIA.

AMSTERDAM, Dec. 7.
The Prussian Diet has discussed the food scarcity. It was mentioned that geese are now 150 shillings each. Much suffering in the winter is forecasted.

NEW CARDINALS.

ROME, Dec. 7.
The Pope, at a secret consistory, has created ten Cardinals, all French and Italian. No Austrians or Germans were present, as the German Cardinal Frutkin will receive the red hat on Dec. 7.

OBITUARY.

DR. RICHTER.

LONDON, Dec. 6.
An Amsterdam message repeats a communication from Bayreuth stating that Dr. Richter, the musician, has died.
SIR JAMES LYALL.
LONDON, Dec. 7.
The death is announced of Sir James Lyall, late of the Indian Civil Service.

AN EPIGRAPH.

An affecting epigram from a Pennsylvania graveyard reads as follows:—
"Kiss, sorrowing, near this marble slab To her dear John who died of eating crab."

People come to church and beg for giving them money they hand to the poor who carry their bags from the church to the train at the amount they beg for a programme at a smoking concert. The Church is the cheapest pennyworth they can get.—Rev. P. H. Gillingham.

UNNECESSARY WORDS.

WHY waste words and advertising money in describing the many virtues of meat? On the contrary, the many virtues of meat are obvious to all eyes. The only reason why we eat meat is that it gives us strength and health. The only reason why we eat meat is that it gives us strength and health.

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WILL dispatch VESSELS to the Undermentioned PORTS on or about the

For	STEAMERS	To Sail	REMARKS
SHANGHAI, MOJI & KOBE	NOVABA Capt. G. H. Hetherington R.N.R.	Daylight 11th Dec.	Direct Service.
LONDON via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES	NANKIN Capt. G. MAYLEY R.N.R.	Noon 15th Dec.	Direct Service.
SHANGHAI, MOJI & KOBE	SOMALI Capt. L. D. PINCKNEY	about 24th Dec.	Direct Service.
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES	NOVABA Capt. G. H. Hetherington R.N.R.	Noon 29th Dec.	Connecting at Colombo with Mail Steamer Mofan.

Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

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OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

North American Line.
(TRANS PACIFIC).
"MEXICO MARU" Thursday, 25th Dec., at 3 p.m.

South American Line.
(EAST COASTS via CAPE TOWN).
"KASADO MARU" Monday, 1st Jan., 1917, Noon.

Bombay Line.
For BOMBAY, via SINGAPORE, PORTSWETEN-
HAM, PENANG and COLOMBO.
"MALAY MARU" Wednesday, 29th Dec., at 7 a.m.

Java Line.
For MANILA, SANDAKAN, SINGAPORE, BATAVIA,
SAMARANG, SOERABAYA and MACASSAR.
"SHIBETORO MARU" Wednesday, 27th Dec., at Noon.

Formosan Line.
For TAMSUI, KEELUNG, ANPING, TAKAO,
via SWATOW, and AMOY.
"AMAKUSA MARU" Tuesday, 12th Dec., at 10 a.m.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF,
near the Harbor Office, and while the steamer is alongside the wharf Telephone
No. 76 will be fixed.

FOR FURTHER INFORMATION APPLY TO —
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THE EASTERN & AUSTRALIAN MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	—	25th Dec., at 11 a.m.
ST. ALBANS	8th January.	27th Jan., at 11 a.m.

THE above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. All Steamers fitted with Wireless Telegraphy. For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE.
Proposed sailings from Hongkong.

Steamer from Hongkong, on or about	Connecting at Calcutta with, On or about
A steamer	10th Jan. s.s. "UMKUZU"
	31st Jan.

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

HONGKONG-NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ and PANAMA CANALS.

(With liberty to call at the Malabar Coast).

For BOSTON & NEW YORK.

It is intended that the above vessel will proceed via Panama Canal.
For Freight & further particulars, apply to
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. TCHIKO MARU. For Moji, Kobe & Yokohama. 8th Dec.
S.S. HIGUN MARU. For Batavia, Samarang, Sourabaya, 12th Dec.

For Freight or Passage apply to
DODWELL & CO., LTD. Agents.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	SUNNING	Dec. 10, Daylight
MANILA, CEBU & ILOILO	CHUNGKING	Dec. 12, at 4 p.m.
SHANGHAI	LUCHOW	Dec. 12, at 4 p.m.
HOIHOW & HAIPHONG	KAPORE	Dec. 14, at 10 a.m.
SHANGHAI	SHANTUNG	Dec. 14, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUL'.

MANILA LINE. Twin Screw Steamers 'Chincha', 'Taming' & 'Teon'. Excellent Saloon accommodation and ships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Teon'.

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. 'Anhui', 'Chehan', 'Luchow', 'Yingshow', 'Shantung' and 'Sinkiang', with excellent accommodation, Electric Light and Fans in Saloon and State-rooms maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	SATURDAY, Dec. 9, at Noon.
MANILA	YUENSANG	SATURDAY, Dec. 9, at 3 p.m.
SHANGHAI	CHOYSANG	TUESDAY, Dec. 12, Daylight.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	THURSDAY, Dec. 14, at Noon.
MANILA	LOONGSANG	SATURDAY, Dec. 16, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kutsang, Namsang, Loosang & Fooksang leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the Yaching, Kumsang leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Kuantan, Labad Datu, Simporna, Tawao, Busuan, Jesselton and Labuan.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.



R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

Von	STEAMERS	DATE OF DEPARTURE
—	—	—

TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For Freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub. Ex. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD., AGENTS.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

HAITAN Capt. A. E. Hodgins WEDNESDAY, 13th Dec. at 11 a.m.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARRAIK & Co., General Managers.



TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI the INLAND SEA, JAPAN & HONOLULU.
Sailings from Hongkong—Subject to change without notice.

Steamer	Tons & Speed	Leave Hongkong
SIBERIA MARU	18,000-18 knots	Wed., 13th Dec. at Noon.
TENYO MARU	22,000-21 knots	Tues., 19th Dec. at Noon.
NIIPPON MARU	11,000-15 knots	Thurs., 4th Jan. at 10.30 a.m.
SHINYO MARU	22,000-21 knots	Wed., 17th Jan. at Noon.
PERIA MARU	9,000-14 knots	Sat., 27th Jan. at 10.30 a.m.
KOREA MARU	18,000-18 knots	Sat., 10th Feb. at Noon.

First Class to London S\$348. (271-10-0) Return C\$860. (£122)
" " " San Francisco C\$250. " G\$437.50.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honoluli, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.
Thence by Trans Andean Route to Buenos Aires, etc.

Steamer	Tons & Speed	Sailing
KIYO MARU	17,200-14 knots	Tues., 8th Jan. at Noon.

For full particulars as to Passage and Freight apply to
T. DAIGO AGENT.

Telephone 291.

KING'S BUILDING (Opposite Blake Pier).

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Displacement	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN AND TENERIFE	KATORI MARU Capt. B. Kon, Tons 21,000		(SUNDAY) 10th Dec. at Noon.
	KAMO MARU Capt. E. Shimidzu, Tons 16,000		(THURSDAY) 28th Dec. at Noon.
VICTORIA, R.C. & SEAT- TLE, via SHANGHAI, MOJI, KOBE, NAGOYA AND YOKOHAMA	TAMBA MARU Capt. Akamatsu, Tons 12,500		(TUESDAY) 19th Dec., at Noon.
	SHIDEZUKA MARU Capt. Noma, Tons 12,500		(WEDNESDAY) 3rd Jan. at Noon.
SYDNEY and MELBOURNE, via MANILA, THURS- DAY ISLAND, TOWNS, VILLAGE and BRISBANE	TANGO MARU Capt. Soyeda, Tons 12,500		(WEDNESDAY) 13th Dec. at 4 p.m.
	NIKKO MARU Capt. E. Takeda, Tons 9,600		(FRIDAY) 15th Jan. at 4 p.m.
CALCUTTA via SINGAPORE, PENANG & RANGOON	TOSA MARU Capt. O. Sakamoto, Tons 10,000		(SATURDAY) 23rd Dec. at Noon.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	YETOROFU MARU Capt. B. Hirata, Tons 9,000		(THURSDAY) 21st Dec. at Noon.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. E. Takeda, Tons 9,600		End of December.
SHANGHAI, KOBE & YOKOHAMA	COLOMBO MARU Capt. E. Nomura, Tons 8,000		(MONDAY) 11th Dec. at Noon.
	SUWA MARU Capt. T. Sekine, Tons 21,000		(SATURDAY) 16th Dec. at 10 a.m.
KOBE	YAMAGATA MARU Capt. K. Goto, Tons 9,000		(MONDAY) 11th Dec. at Noon.
SHANGHAI & KOBE	TOTOMI MARU Capt. Tomida, Tons 9,000		(MONDAY) 11th Dec. at Noon.
VLADIVOSTOK, KOBE & YOKOHAMA	TORUSIMA MARU Capt. Yamazaki, Tons 12,000		(THURSDAY) 14th Dec. at Noon.

EASTBOUND NEW YORK LINE

via PANAMA CANAL.

(CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, NAGOYA, YOKO- HAMA, SAN FRANCISCO, PANAMA and COLON	STEAMERS	SAILING DATES
	TOYOOKA MARU Capt. G. Shimomiya, Tons 15,000	Early February.

For further information apply to
NIPPON YUSEN KAISHA
B. MORI, Manager.

Telephone No. 224 & 225.

SHIPPING

P. & O. S. N. Co.

STEAM FOR

STRAITS, COLOMBO, AUSTRALIA,
BOMBAY, EGYPT, MEDITER-
RANEAN PORTS, AND
LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTINEN-
TAL, AMERICAN AND SOUTH-
AFRICAN PORTS.

THE Steamship "NANKIN", Captain
G. M. MANN, carrying His Majesty's
Mails, will be despatched from this port
on or about FRIDAY, the 15th Decem-
ber, 1916, taking Passengers and Cargo
for the above ports. The s.s. Nankin will
proceed through to Port Said, Marseilles
and London.
Silk and Valuables for Bombay (under
arrangement) will be transhipped at
Colombo into a steamer of the
P. & O. S. N. Co.
Parcels will be received at this Office
until 3 p.m. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to
S. V. D. FARR,
Acting Superintendent
Hongkong, Dec. 1, 1916.

TOYO KISEN KAISHA.

NOTICE.

THE Mitsui Bussan Kaisha's steamer
"TORAY MARU" will be
despatched by the Toyo Kisen Kaisha
for Japan, Honolulu, San Francisco,
Mexico and Central and South American
Ports, on FRIDAY the 19th JANUARY,
at noon.

For information regarding freight etc.
kindly apply to the undersigned,
T. DAIGO, Agent.

Toyo Kisen Kaisha,
Hongkong.
Hongkong, Dec. 6, 1916. 1300

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

CONSIGNEES per Co's Steamer
"TEUCER"

are hereby notified that the Cargo will
be discharged into the Wharf, Hong-
kong, where it will be at Consignee's risk.
The Cargo will be ready for delivery
from Godown on and after 5th Dec.
Optional cargo will be landed, unless
notice has been given prior to steamer's
arrival.

All broken, chafed, and damaged Goods
are to be left in the Godown, where
they will be examined on any Tuesdays
and Fridays between the hours of 10.45
a.m. and noon.

No claims will be admitted after the
Goods have left the steamer's Godown,
and all Goods remaining undelivered
after the 11th Dec. will be subject to
rent.

All Claims against the Steamer must
be presented to the Underwriter on or
before the 25th Dec. or they will not be
recognized.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, Dec. 6, 1916. 1304

TOYO KISEN KAISHA.

FROM SAN FRANCISCO via
HONOLULU, JAPAN PORTS
AND MANILA.

THE Steamship
"SIBERIA MARU"

The above-named Steamer having arrived
Consignees of Cargo are hereby notified
to send in their Bills of Lading for counter-
signature, and to take immediate delivery
of Cargo from Skott's Godown at West
Point.

Cargo remaining undelivered on SUN-
DAY, 10th December at Noon, will be
charged landing charges. Storage charges
will be assessed on all Cargo undelivered
on WEDNESDAY, 13th December,
at 5 p.m.

No Fire Insurance whatever will be
effected.

No Claims will be recognized after the
Goods have left the Steamer or Godown.

All chafed and damaged Cargo will
be landed into the Company's Godown,
where they will be examined on 14th
December at 10 a.m.

No Claims will be recognized if filed
after the 28th December, 1916.

T. DAIGO, Agent.

Hongkong, Dec. 7, 1916. 1304

PACIFIC MAIL STEAMSHIP CO.

S.S. "YENEZUELA"

FROM SAN FRANCISCO via

HONOLULU, JAPAN PORTS,

SHANGHAI AND MANILA.

THE above-mentioned vessel having
arrived, Consignees of Cargo are
hereby notified to send in their Bills of
Lading for counter-signature and to take
immediate delivery of Cargo from Com-
pany's Godown at West Point.

All Cargo will be landed and stored at
Consignee's risk and expense and delivery
must be taken from the Company's Godown
at West Point.

Cargo remaining undelivered on SATUR-
DAY, December 9th, 1916 at 5 p.m. will
be subject to landing charges and if
undelivered on WEDNESDAY, December
13th, 1916 at 5 p.m. will be subject to
both landing and storage charges.

No Fire Insurance whatever will be
effected.

No Claims will be recognized after the
Goods have left the Godown.

All chafed and otherwise damaged Cargo
will be landed into the Company's Godown
at West Point where they will be examined
on FRIDAY, 12th, at 10 a.m.

No claims will be recognized if filed
after January 6th, 1917.

E. O. MURKIN,
General Agent.

Hongkong, Dec. 4, 1916. 1305

